

Amendments to the Claims:

Please rejoin previously canceled claims 1-7 and withdraw them upon rejoining.

Please add claims 8, 10, 12 and 13 as presented below.

Listing of Claims:

8. (New) A partially automated transmission system comprising:
a fuel-controlled engine,
an engine controller for controlling fueling of the engine in accordance with
command output signals,
a compound multiple-speed mechanical transmission with a main transmission
section shifted by a manual shift lever in combination with an auxiliary section and having
an input shaft driven through a master friction clutch by the engine,
an output shaft,
a first operator selector movable to a first position for selection of a first mode of
operation of an accessory otherwise unconnected with the transmission and said first
operator selector movable to a second position for selection of a second mode of operation
of said accessory,
a second operator selector movable to a first position for selection of upshifts to a
target ratio and movable to a second position for selection of downshifts to a target ratio,
a control unit for receiving input signals and processing same according to
predetermined logic rules to issue command output signals,
a detent mechanism for providing a selectively variable resistance to movement of
said shift lever from a ratio-disengaged to a ratio-engaged position, said detent mechanism
having a first condition for providing a greater resistance to movement of said shift lever
from said ratio-disengaged to said ratio-engaged position and a second condition for
applying a lesser resistance to movement of said shift lever from said ratio-disengaged to
said ratio-engaged position, and
said logic rules being effective to determine, dependent on the operator selection of
the first mode and the second mode of operation of the accessory, a driver intent to
maintain said shift lever in said ratio-disengaged position and, upon sensing such intent,

causing said detent mechanism to assume said first condition and said logic rules being effective to determine, independently of operation of said master friction clutch and said shift lever, a driver intent to move said shift lever, wherein said intent-to-maintain signal is provided only if there is no signal from the second operator selector indicating an intent-to-shift.

10. (New) A transmission system (10) comprising:

a mechanical transmission for a motor vehicle, the transmission being a compound mechanical transmission with a main transmission section shifted by a shift member in combination with an auxiliary section,

a master friction clutch for drivingly coupling an engine to the mechanical transmission,

said shift member for moving a selected positive clutch member within the transmission to a selected one of an engaged or a disengaged position,

means for sensing a requirement to maintain said selected positive clutch member in said disengaged position and for providing an intent-to-maintain signal thereof, said intent-to-maintain signal being dependent on the operation of an accessory otherwise unconnected with the transmission,

a detent mechanism for providing a selectively variable resistance to movement of said clutch member from said disengaged to said engaged position, said detent mechanism having a first condition for providing a greater resistance to movement of said clutch member from said disengaged to said engaged position and a second condition for applying a lesser resistance to movement of said clutch member from said disengaged to said engaged position, said detent mechanism assuming said first condition upon sensing said intent-to-maintain signal,

a second operator selector movable to a first position for selection of upshifts to a target ratio and movable to a second position for selection of downshifts to a target ratio, and

means independent of operation of said shift member and said master friction clutch for sensing a requirement to move said selected positive clutch member, wherein said intent-to-maintain signal is provided only if there is no such requirement to move sensed.

12. (New) A transmission system comprising:
a mechanical transmission for a motor vehicle,
a master friction clutch for drivingly coupling an engine to the mechanical
transmission,
a shift member for moving a selected positive clutch member within the transmission
to a selected one of an engaged or a disengaged position,
means independent of operation of said shift member and said master friction clutch
for sensing a requirement to move said selected positive clutch member from said engaged
position to said disengaged position and for providing an intent-to-shift signal indicative
thereof,
means for sensing a requirement to maintain said selected positive clutch member in
said disengaged position and for providing an intent-to-maintain signal thereof, said intent-
to-maintain signal being dependent on the operation of an accessory otherwise
unconnected with the transmission.
a detent mechanism for providing a selectively variable resistance to movement of
said selected positive clutch member from said engaged to said disengaged position, said
detent mechanism having a first condition for providing a greater resistance to movement of
said selected positive clutch member from said engaged to said disengaged position and a
second condition for applying a lesser resistance to movement of said selected positive
clutch member from said engaged to said disengaged position, said detent mechanism
assuming said second condition upon sensing said intent-to-shift signal, and
said detent mechanism also providing a selectively variable resistance to movement
of said selected positive clutch member from said disengaged to said engaged position,
said detent mechanism having a third condition for providing a greater resistance to
movement of said selected positive clutch member from said disengaged to said engaged
position and a fourth condition for applying a lesser resistance to movement of said selected
positive clutch member from said disengaged to said engaged position, said detent
mechanism assuming said third condition upon sensing said intent-to-maintain signal.

13. (New) A transmission system as set forth in claim 12 wherein the
transmission is a compound mechanical transmission with a main transmission section

shifted by said shift member in combination with an auxiliary section, and the transmission system also has an operator selector movable to a first position for selection of upshifts to a target ratio and movable to a second position for selection of downshifts to a target ratio, further wherein said intent-to-maintain signal is provided only if no requirement to move is sensed.